

**CONFIDENTIAL**CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~ 25X1ACOUNTRY Soviet Zone of GermanyREPORT NO. TOPIC Wittstock Airfield

25X1X

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1. Only a few Soviet Air Force personnel were observed on the road to Wittstock (N 54/U 11) airfield on 7 July 1950. (1) The radar set on the hill southeast of the field was not in operation. (2) The only motor vehicle seen was a jeep with a rod antenna which was standing in the northeastern corner of the field.

2. There was much activity by trucks and semitrailers on the landing field. A field railway was also in operation. For as far as could be seen the runway, which was about 70 meters wide, was concreted. The landing field was leveled except in the eastern section.

3. A construction worker said that 700 workers, working in three shifts, were employed at the field, which would be finished in four to six weeks. He also said that the runway was being lengthened to the east by about 250 meters. (3)

4. 

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5. Except for a 200-meter stretch on the Wittstock-Roebel (N 54/U 24) road, the new runway at the Wittstock airfield was completed on 22 July 1950. The completed section was covered by straw mats and was sprinkled regularly. Some construction workers said that most of the workers would stop work at the field on 27 and 28 July 1950, only a few remaining for clearing work. The runway was scheduled to be put into use about 15 August 1950. (3) Some officers said that 10 Yak planes would be transferred to the field by that date and later many more would arrive. (6).

6. The two biplanes stationed at the field had done more flying recently. A twin-engine plane made landings of two to three hours on 8, 13, 14 and 19 July 1950.

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7. Inspection officer Krimski, (fnu), made the technical inspection of the air-field at Wittstock, Rechlin-Laerz (N 54/U 33), Trollenhagen (N 54/U 67), Stendal (N 53/Y 75), Prenzlaw (N 54/Q 04). Officers stationed at the field in Wittstock have recently had many telephone conversations with Stendal. (7)
8. No change was observed in the personnel of the general staff stationed at the field. Ten new officers joined the divisional headquarters on 12 July 1950. In rotation, about 6 officers and 200 personnel were detached for two-week periods to the Schweinrich (N 54/U 22) maneuver area. These detachments took only mortars along with their usual field equipment.
9. A detail of 50 VP was stationed at the field. They said that they were being given theoretical instruction in flying. Training in gliders was to begin on 1 September, followed by training in powered flying. (5)

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